MR. CHAIRMAN: That is why you are opening the door for some other subjects. Now, Shrimati Jayanthi Natarajan.

SHRIMATI JAYANTHI NATARAJAN: My question has already been asked.

SHRI SATYA PRAKASH MALAVIYA: It is reported that the fact-finding committee has submitted its report to the special committee. May I know from the hon. Minister whether this report states that the "engine and therefore aircraft performance in all cases are not upto the minimum specification requirements as outlined in the Pilot's Operation Handbook."?

SHRI JAGDISH TYTLER: Sir, I did not catch his question. What was his question?

SHRI SATYA PRAKASH MALAVIYA: My information is that the fact finding committee has submitted a report to the special committee and this report states that the "engine and therefore aircraft performance in all cases are not up to the minimum specification requirements as outlined in the Pilot's Operation Handbook." Please confirm as to whether this is correct or not.

SHRI JAGDISH TYTLER: Sir, I am looking into the report and as soon as I have gone through it I will let you know.

MR. CHAIRMAN: Next Question.

हवाई अड्डों पर रात के समय विमान उतारने संबंधी सुविधायें

*22. श्रीमती वीणा वर्मा : क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के उन हवाई अड्डों के नाम क्या हैं जहां पर विमान सेवाओं के लिए रात को जहाजों के उतरने की सुविधाएं उपलब्ध हैं ; और

(ख) क्या सरकार उन हवाई अड्डों पर रात के समय विमानों के उतरने की सुविधाएं मुहैया कराने का विचार रखती है, जहां पर अभी तक ऐसी सुविधाएं उपलब्ध नहीं हैं ; यदि हां, तो कब तक ?

नागर विमानन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर) : (क) और (ख) एक विवरण सभा पटल पर रखा है ।

विवरण

(क) राष्ट्रीय विमानपत्तन प्राधिकरण तथा भारत अन्तर्राष्ट्रीय विमानपत्तन प्राधिकरण के निम्नलिखित हवाई अड्डों पर रात्रि अवतरण सुविधायें प्रदान की गई हैं :–

(1) अगरतला
(2) अहमदाबाद
(3) अमृतसर
(4) बेलगाम
(5) भावनगर
(6) भोपाल
(7) भुवनेश्वर
(8) बम्बई
(9) कलकत्ता
(10) कोयम्बतूर
(11) दिल्ली
(12) गुवाहाटी
(13) हैदराबाद
(14) इन्दौर
(15) जयपुर
(16) लखनऊ
(17) मद्रास
(18) मदुरै
(19) मंगलौर
(20) नागपुर
(21) पटना
(22) राजकोट
(23) तिरुचिरापल्ली
(24) त्रिवेन्द्रम
(25) उदयपुर
(26) बडोदरा और
(27) वाराणसी

रक्षा विमान क्षेत्र के सिविल एन्क्लेवो पर रात्रि अवतरण सुविधायें रक्षा मंत्रालय द्वारा प्रदान की जाती हैं।

(ख) रात्रि अवतरण सुविधाओं की योजना तथा व्यवस्था एयरलाइनों द्वारा समय-समय पर बताई गई उनकी आवश्यताओं को पूरा करने के लिए की जाती हैं। पर्याप्त निधियां उपलब्ध होने पर राष्ट्रीय विमानपत्तन प्राधिकरण की सातवीं योजना अवधि के दौरान निम्नलिखित विमानक्षेत्रों पर रात्रि अवतरण सुविधायें मुहैया कराने का विचार है :-

(1) औरंगाबाद
(2) कालीकट
(3) इम्फाल
(4) खजुराहो
(5) लुधियाना
(6) रायपुर
(7) रांची
(8) तिरुपति और
(9) विजयवाड़ा

श्रीमती वीणा वर्मा : माननीय सभापति महोदय, मैं आपके माध्यम से मंत्री जी से पूछना चाहती हूं कि कभी-कभी जब फ्लाइट्स 4-5 घंटे देरी से चलती हैं और उनको छोटे शहरों में लैंड करना होता है, लेकिन वहां पर रात्रि सेवाएं उपलब्ध नहीं होती। इसलिए वे फ्लाइट्स कैसे लैंड करेंगी इस ओर कभी मंत्री जी का ध्यान गया है? कभी-कभी क्या होता है कि जब फ्लाइट लैंड करने के लिए पहुंचती है तो वह एयर पोर्ट पर ही मंडराती रहती है और लैंड नहीं कर पाती और वापस चली आती है क्योंकि रात्रि सेवा उपलब्ध नहीं होती। मध्य प्रदेश की ही मैं बात करना चाहती हूं वहां पर रायपुर का एयरपोर्ट है और वहां पर रात्रि विमान सेवा नहीं है, कई बार फ्लाइट लेट होती है और यात्री डेढ़ सौ किलोमीटर की दूरी से आकर फ्लाइट पकड़ने के लिए इंतजार करते हैं। फिर 4-5 घंटे बाद पता चलता है कि फ्लाइट कैंसिल हो गई। इन असुविधाओं को ध्यान में रखते हुए क्या मंत्री जी इस पर ध्यान देंगे कि हर एयरपोर्ट पर रात्रि विमान सेवाएं दी जानी चाहिए?

SHRI JAGDISH TYTLER: Sir, I would like to inform the hon. Member that night landing facilities are given on the schedule for the regular airlines like the Air India and the Indian Airlines. Then we also look at the kind of money that we have. But I would like to inform the hon. Member that we have Raipur in the Seventh Five Year Plan.

श्रीमती वीणा वर्मा : मान्यवर, प्रगतिशील समाज में समय के महत्व को देखते हुए यह जरूरी हो गया है कि मनुष्य भी विमान यात्रा करे। दिल्ली में ही ऐसे कई संसद् सदस्य हैं जो कि शाम को अपने क्षेत्रों में जाना चाहते हैं और दूसरे दिन वापस संसद् में उपस्थित होना चाहते हैं। तो इसके लिए जहां पर नाइट लैंडिंग सुविधाएं नहीं हैं वहां पर ये सुविधाएं कब तक देने का प्रावधान है? मध्य प्रदेश में ही रायपुर और जबलपुर में ये सुविधाएं नहीं दी गई हैं तो सातवीं पंचवर्षीय योजना में कब तक ये सुविधाएं देने का प्रावधान है?

MR. CHAIRMAN: He has answered. He has said that Raipur will be in the Seventh Five Year Plan. Now, Mr. Sukul.

SHRI P.N. SUKUL: Sir, nothing can be more unfortunate and more discomforting for a passenger who is going to attend a meeting or a conference at a particular place, at a particular hour that is why he is going by air—if the fight is delayed for reasons beyond the passenbers' control and the flight gets so badly delayed that instead of reaching at 2 p.m., it cannot even reach at 6.30 or 7 p.m. and for want of night landing facility, he has landed somewhere else. Sir, last year, this thing happened with me. I had to attend a meeting at Cochin as an M.P. The flight was badly delayed at Delhi. Normally, it used to reach Cochin at 2.15 but we were not there even upto

7 p.m. and for want of night landing facilities, we were landed at Trivandrum. Now, the meeting was next morning. Sir in such cases, what happens? The Member is not able to reach the meeting. He does not get TA and DA. He has to spend from his own pocket. The Rajya Sabha Secretairiat will not spare for it. *(Interruptions)*

MR. CHAIRMAN: You make a special appeal to me....

SHRI P. N. SUKUL: No, fortunately, in my case, I was able to persuade the Indian Airlines people at Trivendrum to transport me by road to Cochin immediately and I was able to reach Cochin by 2 A.M, But it does not happen always and with everyone. So, I would like to know from the hon. Minister that in such pressing cases, he will consider having some alternative arrangement of transport by road to facilitate the passengers attending their meetings or commitments.

SHRI JAGDISH TYTLER: I think, it will be possible.

SHRI K. MOHANAN: Sir, we are experiencing it everyday.

MR. CHAIRMAN: Will you make some alternative arrangement to carry them by road?

SHRI JAGDISH TYTLER: Sir, it is not going to be possible.

SHRI GHULAM RASOOL MATTO: Mr.Chairman, Sir, from the answer that the hon. Minister has given I find that not only Sri Nagar has no night landing facilities but nothing has been provided in the Seventh Five Year Plan also. This is very disconcerting. I had the pleasure of going with my friend Sh. Rajesh Pilot who had gone on a political mission to Srinagar on 5th of December. He had to cut short the meeting and had to report back because the aircraft does not take off from Srinagar beyond 4.30 p. m. Would the hon. Minister consider that in view of the importance of Srinagar from the national. tourist and defence point of view, the inclusion of Srinagar also in the Seventh Five Year Plan for night landing facilities?

SHRI JAGDISH TYTLER: Sir, I would like to inform the hon. Member that Srinagar falls under Defence. I will convey his request to the Defence Ministry.

SHRI PUTTAPAGA RADHAKRISHNA: Sir, Andhra Pradesh is a wide State and there is only one airport at Hyderabad having night landing facilities. There are three other airports, one at Vishakhapatnam, the other at Vijaywada and the third one at Tirupati. Out of these three, Vishakhapatnam is very rapidly developing city and it is developing into a very important airport. I would like to know from the hon. Minister whether there is any provision in the Seventh Five Year Plan or any other scheme to provide night. landing facilities at all these three airports or at least at Visakhapatnam airport.

SHRI JAGDISH TYTLER: Sir, I have plans in the Seventh Five Year Plan for night landing facilities for Tirupati and Vijaywada.

SHRI V. NARAYANASAMY: Sir, so far as the services of the Indian Airlines are concerned, the passengers do not know when the flight will take off and when they will reach their destination. That being the case....

MR. CHAIRMAN: You see, the question relates to night landing facilities.

SHRI V. NARAYANASAMY: Yes, Sir. I am coming to that.

MR. CHAIRMAN: All right you first come to that.

SHRI V. NARAYANASAMY: That being the case, Sir, night landing facility is a must in our major airports, especially in the Southern Region. The honourable Minister has mentioned certain airports in part (b) of his answer. I would like to know whether the honourable Minister will constitute a committee to find out which are the airports which require immediately night landing facilities.

SHRI JAGDISH TYTLER: Sir, taking into account the money available and the requirements of the Indian Airlines and Vayudoot, night landing facility can be given.